

Four-laning US Highway 12 PHASE 3: Attalia Vicinity



US 12 Existing Condition



US 12 Proposed New Construction



PHASE 2 SR 124 to McNary Pool:
US 12 channelization looking east, August 2005

**IT'S YOUR NICKEL.
WATCH IT WORK.**

Funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

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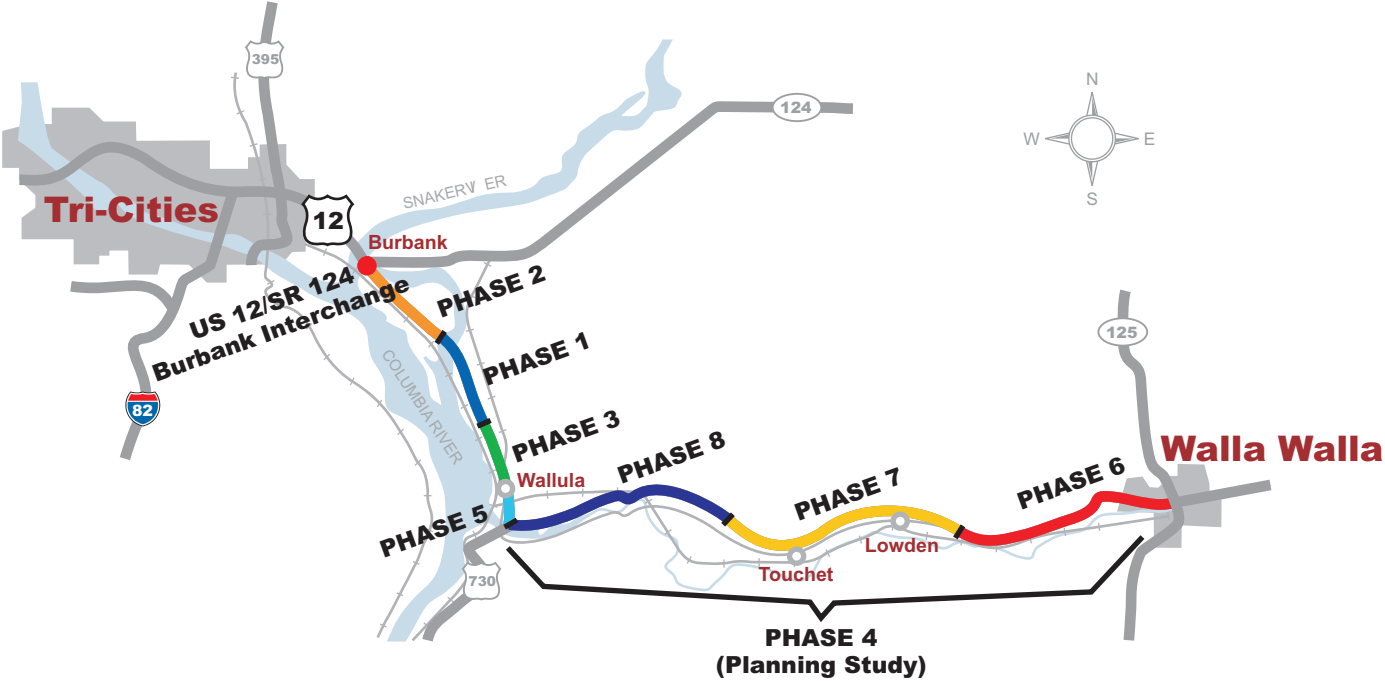
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Four-laning US Highway 12



US 12/SR 124 Burbank Interchange MAKING EVERY DOLLAR COUNT.

CONSTRUCTION
COMPLETED
AUGUST 2004

PHASE 1 McNary Pool to Attalia

CONSTRUCTION
COMPLETED
OCTOBER 2005

PHASE 2 SR 124 to McNary Pool

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CONSTRUCTION
STARTED
JULY 2006

PHASE 3 Attalia Vicinity

IT'S YOUR NICKEL.
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PHASE 4 Walla Walla to Wallula Corridor Study

IT'S YOUR NICKEL.
WATCH IT WORK.

PHASE 5 Attalia Vicinity to US 730

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CONSTRUCTION
SCHEDULED
SPRING 2008

PHASE 6 Frenchtown Vicinity to Walla Walla

MAKING EVERY DOLLAR COUNT.

PHASE 7 Nine Mile Hill to McDonald Road

PHASE 8 Wallula Junction to Nine Mile Hill

 **Washington State
Department of Transportation**

 **US 12 Coalition Partners**

**US 12 / ATTALIA VICINITY
PHASE 3
FOUR-LANING US HIGHWAY 12
PHASE COMPLETION
DECEMBER 2007**



PHASE 1: Highway widening complete August 2004



PHASE 1: Completed Two Rivers Wetland Site



PROJECT INFORMATION *Sheet*

FOUR-LANING U.S. HIGHWAY 12 BETWEEN BURBANK AND WALLA WALLA TURNING THE CORNER FOR SAFETY AND ECONOMIC VITALITY

■ WHAT IS THE GOAL?

Our goal is to expand the current two-lane highway into a four-lane divided highway between Burbank, Washington, and Walla Walla, Washington.

■ WHAT ARE THE BENEFITS?

SAFETY

US Highway 12 from Burbank to Walla Walla is a heavily traveled, two-lane highway with average traffic counts of up to 13,000 vehicles per day. Freight trucks account for approximately 33 percent of the traffic volume. Cargo volumes through this section of US Highway 12 can reach 10.73 million tons per year.

More Americans are killed on rural roads (like US Highway 12) than crowded urban expressways, even though two-lane roads carry less traffic. Since 1991, US Highway 12 from Burbank to Walla Walla has experienced 1,079 accidents, of which 414 were injury accidents that resulted in 30 deaths.

Traffic Accident Profile

On October 24, 1971, 12 people were killed as the result of a head-on collision between two passenger vehicles on US Highway 12, six miles east of Wallula Junction. At the time, this was the worst accident involving two passenger vehicles in Washington State history.

According to the Traffic Safety Bureau, a 40 percent reduction in serious injury and fatal crashes can be expected on a highway improved from two lanes to four lanes. Given the relatively high number of deaths and serious injury that occur on US Highway 12, a 40 percent reduction would equate to a significant savings of lives and suffering.

ECONOMIC VITALITY

Economic development is dependent on having access to a high-quality transportation system. One of the most important considerations for virtually any business looking to locate is the availability of a four-lane highway close to a prospective site. The vast majority of businesses

want to be within a few miles of a four-lane highway so they can efficiently receive supplies and deliver products to their markets.

The Walla Walla valley has lost promising economic development opportunities simply because the business wanted to be located closer to a four-lane highway. Walla Walla has also been prevented from submitting responses to economic development leads because the siting criteria required access to a four-lane highway.

Expanding US Highway 12 is important to our economic future. Walla Walla's per capita personal income is only 77 percent of the national average and 73 percent of the state average. This translates into approximately \$7,000 less personal income per person living in Walla Walla County.

■ HOW IMPORTANT IS THE EXPANSION?

The following are three indications that the proposed project is a top regional and state priority:

- Walla Walla County's Comprehensive Plan identifies the four-lane expansion of US Highway 12 as a project of regional significance. It is supported by all local government agencies.
- The expansion of US Highway 12 to four lanes from Burbank to Walla Walla is the number one transportation priority of the Benton, Franklin, and Walla Walla County Good Roads and Transportation Association.
- Governor Gary Locke's transportation plan identified the US Highway 12 four-lane expansion as a priority project.

■ WHAT HAS ALREADY BEEN ACCOMPLISHED?

- The US Highway 12 Coalition has formed an alliance of public and private organizations working to four-lane US Highway 12. The coalition has hired a federal lobbyist (Ball Janik, LLP) to elevate the project's profile in the nation's capital.

- Phase 1 construction was completed in August 2004.
- Phase 2 construction was completed in November 2005.
- The Washington State Legislature passed the 2003 Transportation Funding Package that provides \$35.2 million for US Highway 12.
- Thanks to a 2003 federal appropriation of \$4.4 million and a 2004 federal appropriation of \$4 million, there is additional funding for future phases.
- The Washington State Legislature passed the 2005 Transportation Partnership Funding Package that provides \$56 million for US Highway 12.

■ ENVIRONMENTAL STEWARDSHIP

Minimizing the impact on environmentally sensitive areas is a primary objective in the design of these projects. The Washington State Department of Transportation and the Federal Highway Administration, in cooperation with the U.S. Army Corps of Engineers, completed an environmental assessment to identify the potential impacts to natural and human communities in the corridor from Burbank to Wallula. This project required careful attention in its design, as it passed through and affected several federally managed sensitive resource lands. The environmental assessment for McDonald Road to Walla Walla has been published, and public comment will be taken until June 16, 2006. Several strong partnerships were developed with state and federal agencies to address the substantial environmental challenges of this corridor improvement project.

■ CURRENT DESIGNATIONS FOR US HIGHWAY 12 FROM BURBANK TO WALLA WALLA

This stretch of highway currently has the following designations:

- Part of the National Highway System (NHS)
- A Washington State Highway of Statewide Significance (HSS)
- State designated "Scenic and Recreational Highway"
- Part of "Lewis and Clark Trail Highway"
- A Washington State Strategic Freight Corridor

IT'S YOUR NICKEL. WATCH IT WORK.

These projects are funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

MAKING EVERY DOLLAR COUNT.

These projects are funded in part by the 2005 Transportation Partnership Funding Package. The main source of funding is a 9.5¢ increase in the gas tax, phased in over four years. The package also includes a new vehicle weight fee and increases in other license fees and charges.

WHAT WOULD IT COST?

US 12/SR 124 Burbank Interchange—FUNDED MAKING EVERY DOLLAR COUNT.
Estimated Total Project Cost \$25 million
(Transportation Partnership Funds included in above cost: \$21.4 million)
Project Timeline – Spring 2005 to Fall 2011

Phase 1—COMPLETED

McNary Pool to Attalia
Mile Post 299.3 to Mile Post 302.2
Total Project Cost \$11.2 million
Completed August 2004

Phase 2—COMPLETED

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SR 124 to McNary Pool
Mile Post 295.3 to Mile Post 299.3
Estimated Total Project Cost. \$12.3 million
(Nickel Funds included in above cost: \$12.3 million)
Completed November 2005

Phase 3—FUNDED

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Attalia Vicinity
Mile Post 302.2 to Mile Post 305.0
Estimated Total Project Cost. \$15.8 million
(Nickel Funds included in above cost: \$15.0 million)
Project Timeline – Fall 2003 to December 2007

Phase 4—FUNDED

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Wallula to Walla Walla Planning Study
Estimated Total Project Cost. \$4.9 million
(Nickel Funds included in above cost: \$1.6 million)
Study Timeline – Spring 2004 to Summer 2007

Phase 5—FUNDED

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Attalia Vicinity to US 730
Mile Post 305.0 to Mile Post 307.3
Estimated Total Project Cost. \$5.7 million
(Nickel Funds included in above cost: \$10.4 million)
Project Timeline – Spring 2006 to Winter 2008

Phase 6—FUNDED

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Frenchtown Vicinity to Walla Walla
Mile Post 325.9 to Mile Post 335.6
Estimated Total Project Cost. \$50.5 million
(Transportation Partnership Funds included in above cost: \$36.0 million)
Project Timeline – Winter 2003 to Fall 2009

Cost estimates for Phases 7 and 8 will be developed as part of Phase 4, the Walla Walla to Wallula Planning Study.

Phase 7—NOT FUNDED

Nine Mile Hill to McDonald Road
Mile Post 315.8 to Mile Post 325.9

Phase 8—NOT FUNDED

Wallula Junction to Nine Mile Hill
Mile Post 307.3 to Mile Post 315.8

Note: The Estimated Total Project Cost includes engineering, right-of-way, and construction costs.